FRANK R. FAGEOL *Leads* AGAIN

Street Car Capacity *in* Twin Motor Coaches

by the Builder Who has been first with most Forward Steps in the Field

Frank R. Fageol was First with

- Low-hung, safety chassis with attractive low platform.
- Parlor car body with wide vision pullman windows.
- Pneumatic tires.
- Six cylinder engine designed with the sole aim of transporting human beings.
- Air brakes.
- Genuine leather seats of the air cushion type.
- Worm drive—additional quietness.
- Long wheel base.
- Least weight per passenger.

DIVISION X
AUG 2 4 1927
U.S. PATENT OFFICE

2,96 29/28

The Greatest Rider Appeal Since The Famous Safety Coach —

Twin Coach
BY F.R. FAGEOL

FOR THE CHICAGO SURFACE LINES

U.S. PATENT OFFICE
AUG 2 4 1927
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NOW comes Frank R. Fageol with his greatest advance—a coach which actually measures up to "peak load" demands.

This Twin Coach with a single deck arrives to answer the repeated quest of operators for greater income capacity.

It furnishes seats for 40 passengers with the long-sought aisle and extra space for standees equalling the seated load.

The proven, seasoned factors that the rail profession knows as imperative in public travel are blended into this ultra-modern motor coach—providing an up-to-date street car with a portable power plant.

The designer simply has replaced steel wheels with rubber and trolley wires with twin 55 h. p. six cylinder engines.

Exactly 100% of the street space occupied is available for income—for the sale of transportation—with 30% less weight per seat.

Many a coach line should find in this newest vehicle the difference between red and black on the balance sheet.

The Twin Coach body is of steel, built integral with the frame in such a way as to equalize and absorb the stresses set up by road inequalities. Gone forever is the wracking of coach bodies at the cowl.

With the appearance of the Twin Coach body operating officials have been kind enough to predict that the old coach body is to become obsolete; that this new type will rival the life of the modern street car body.

Twin Coach

But withal there are no principles designed into this Twin Coach which have not been proven by all progressive traction and steam organizations. They merely have been applied to the motor coach in a better way. Every rail man felt in his heart that somebody would bring about this very combination.

More weight — more rigidity — were not solving the problems of the operators. A balanced, "one-piece" vehicle of steel, lending itself to the road and with engines underneath, releasing money-making space, was evolving itself in Frank R. Fageol's transportation-minded brain—and here it is going into service on the Chicago Surface Lines.

Frank R. Fageol leadership arrived with the breeding into the product of those principles conducive to low operating cost and high earning power—not forgetting travel comfort.

Always, the leader is that man able to select fundamental principles shrouded in the maze of counter-opinion and professional prejudice.

The maintenance of leadership is based upon that peculiar gift of mechanical analysis which ahead of all strikes through the confusion of practices straight to those elements of design which are suddenly, but none-the-less positively approved as standard—the synonym for "best suited."

The development of coach transportation and the efforts of Frank R. Fageol as a transportation engineer coincide—the one history is the other's history. Frank R. Fageol has designed a new tool of transportation for America's fastest growing form of travel.

Twin Coach

The Talk of Carriers Everywhere

Every Traction, Steam or Coach Operator Owes It to His Property to Know the Twin Coach and Its Principles

The officials of the Chicago Surface Lines before placing their order for Twin Coaches discovered that:

1—All body and other parts on Twin Coaches are interchangeable—readily accessible—easily removed.

2—40-Passenger Twin Coaches weigh no more than the average 29-Passenger conventional coach.

3—Because of balanced load on front and rear axles and the use of 60-inch spring front and rear, Twin Coach rides very easily.

4—All spring pins on Twin Coaches are made of nickel steel, heat treated, hardened and ground, are 1½ inches in diameter by 4 inches long and any one will fit all springs and shackles.

5—Crank shafts in Twin Coach engines are 2⅜ inches in diameter, made of chrome nickel steel and have seven bearings, the narrowest of which is 1½ inches.

6—The well-known, efficient Ricardo head is used on Twin Coach engines. The engines are built by Waukesha from specifications by Frank R. Fageol.

7—The six-foot air compressor and 400-watt generators used on Twin Coaches are driven direct from end of crank shafts.

8—There are no midship drive shaft bearings in a Twin Coach.

9—Twin Coaches are equipped with 4-wheel Westinghouse air brakes and two propeller shaft brakes.

10—All brake drums, shoes and cams are interchangeable.

11—The brake drums on Twin Coaches are mounted on the outside of the hub flanges. This means brakes can be relined without disturbing the wheel bearings and this saves much time.

12—Twin Coach drive shafts are both alike and of medium length and size.

13—All clutch, gear, universal joint and worm pressures are cut in half on Twin Coaches.

14—The Twin Coach has no differential.

15—Axles are by Timken. The rear axle on the Twin Coach weighs about 500 lbs. less than differential type rear axles.

16—The gears on a Twin Coach are shifted with a single lever, just as easily and trouble-proof as a single motor shift.

17—Either side of the Twin Coach rear axle can be removed in few minutes, including all bearings and working parts and without disturbing the rear springs or main section of the axle.

18—Frosting of windows in Twin Coach is greatly reduced due to rapid circulation of air through heater system.

19—Twin Coach is a scientific automotive vehicle from the standpoint of eliminating tortional twisting stresses caused by unevenness of road. No more wracking at the cowl.

20—The front entrance and rear exit of Twin Coaches, permitting a circulating load, speeds up schedules.

21—Twin Coaches can be washed and cleaned quicker because of symmetrical lines, and lack of hoods, fenders, etc. This saves money.

22—Head room of 6 feet 5½ inches is provided throughout entire length of Twin Coach. Also a level floor.

23—The Twin Coach body and chassis are fabricated into one unit.

24—Twin Coaches have a total of 110 horsepower—but it is divided so it is easy on everything.

Deliveries Are Now Being Made to:

North Coast Transportation Co.*
Tacoma, Washington
(Stone & Webster Property)

Shore Line Motor Coach Co.*
Gary, Indiana
(An Insull Property)

Safety Motor Coach Lines*
Chicago, Ill.
(Motor Transit Management Co.)

Boston Elevated Railway
Boston, Mass.

Auto Interurban Company*
Spokane, Washington

Milwaukee Electric Ry. & Light Co.
Milwaukee, Wisconsin
(North American Property)

Twin City Rapid Transit Co.
Minneapolis, Minn.

*Parlor Car Type

We would like to have your list of officials that we may mail them the latest literature on this new coach advance.

TWIN COACH CORPORATION, KENT, OHIO

Twin Coach

A Real Advance in Motor Coach Design *for* Hauling Peak Loads Profitably